

CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLYCOUNTRY East Germany REPORTTOPIC Finow AirfieldEVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT DATE OBTAINED  DATE PREPARED 13 September 1954 25X1REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Finow airfield between 5 and 25 August 1954:

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5 August. During the afternoon, several MiG-15s and U-MiG-15s attacked a sleeve target towed by a swept-back jet fighter over the field. About 1800, the following MiG-15s and U-MiG-15s were observed at the field: 4 alert aircraft about 100 meters north of the intersecting point of the two runways; 8 south of the intersecting point and on the runway which runs from northeast to southwest; about 20 east of the flight control station; about 30 west of the flight control station. About 20 soldiers did maintenance work on the 8 aircraft south of the intersecting point of the two runways. A Li-2 was seen south of the flight control station.

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During the night, there was air activity by swept-back jet fighters.

18 August. After nightfall, flying was practiced by MiG-15s and U-MiG-15s. One aircraft towed a sleeve target.

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19 August. A total of 60 to 65 MiG-15s and U-MiG-15s were observed at the field. One Li-2 and 2 or 3 Po-2s were parked in front of the flight control building.

20 August. A short local flight was conducted by the Li-2.

23 August. A Li-2 was seen heading east.

25 August. Between 1100 and 1200, 8 MiG-15s and U-MiG-15s practiced flying in two formations of 4 over the field. About 1200, the formation dispersed and the aircraft landed individually. Between 1200 and 1600, individual flights were made by aircraft

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2. The following radio installations and radar stations were observed at the field between 5 and 25 August:

5 August. The radar stations south of the Finow-Finowfurth road near kilometer marker 6.7 were removed. About 100 meters north of this road, in line with the mentioned kilometer marker, an apron was cut in the wood and a hill was newly raised. On top of this hill was a Token-type radar set near which 8 soldiers were seen. Two masts were observed on the roof of a barn which was the southwesternmost building of a farm and about 100 meters north of kilometer marker 7.1. The masts apparently projected through the roof. One mast was about 8 meters high and had an umbrellashaped antenna on top and the other one was about 10 meters high and fitted with 4 dipoles. A model AA4 MK3 set was mounted on the roof of a radio truck just south of the intersecting point of the two runways. Just east of this set was another set, probably a Fishnet-type radar set.

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18 August. The Token-type set was still observed on triangulation point 21.5 about 500 meters northwest of Sommerfeld. The sets previously located about 500 meters north of the Token-type set were meanwhile removed, but a radio truck with a mast, about 10 meters high, was observed 1.3 km north of the Token-type set. The area around the radio truck was about 30 meters square, fenced in and guarded by 4 watchdogs. A white-wire line of 6 wires supported by permanent poles was under construction between the Artillerie Kaserne and the radio truck. Work was done by air force soldiers and personnel wearing red-bordered black epaulets.

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25 August. In addition to the set previously observed near Finowfurth, an installation consisting of 4 masts and a tent on a pedestal marker 7.1. A soldier was seen sitting on a footstool at the side of the installation which was opposite the road. 2

3. On 25 August, 6 x 37-mm AA guns were seen in the AA gun emplacement in the southeastern corner of the field.

4. On 5 August, a local resident from Finowfurth stated that, the last night, while firing at sleeve targets was being practiced by the air force unit, one aircraft crashed near Altenhof over the southeastern edge of Werbellin-Lake. The noise of exploding aircraft ammunition was heard. The pilot allegedly used his parachute and landed next to Finow. 5

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5. Between 11 and 19 August, all of the aircraft parked at the field could be counted except for those parked in the hangars. A total of 58 MiG-15s or U-MiG-15s, 1 high-wing monoplane and 1 biplane were observed.

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All the U-MIG-15s had the same features.

6. A model AA4 MK3 radar set was located exactly south of the previously assumed flight control building with a glazed observation post on the roof, about 300 meters west of Biesenthaler Strasse and east of the taxiway running from northeast to southwest. About 20 meters from this set was a Fishnet-type radar set. A radio truck with an umbrella-shaped antenna was located about 80 meters north of the main runway and south of the flight control station. Two other radio trucks each with a 3-meter-long rod antenna were seen, one about 20 meters north of the first radio truck and the other 40 meters north. Just northwest of hangar No 6 was another umbrella-shaped antenna, which was apparently stationary as no radio truck was seen. 2
7. The following installations were observed at the field:  
A new two-story wooden building about 10 meters square and with a brick roof had been constructed in the northeastern corner of the field, about 10 meters west of Biesenthaler Strasse, about 10 meters north of temporary building No 2. Germans stated that this building was occupied by the commanding officer of the field. A total of 38 shrapnel-proof aircraft revetments were seen on the northern edge of the field, including 14 located between hangar 1 and Biesenthaler Strasse.

The former hangar No 7 was a two-story brick building, about 50 x 15 meters, the roof and windows of which were damaged. Firing with machine guns was repeatedly practiced there. The weapons were presumably zeroed in there.

Hangar No 2 was believed to house the aircraft repair shop, since a MiG-15 with disassembled wings and another aircraft with disassembled tail were seen in front of the hangar. The building with a glazed observation post on its roof had previously been believed to house the flight control station. This assumption, however, was now rejected because the two air force soldiers seen in the glazed observation post sometimes left the building and remained in the open during air activity. It was noticed that the telephone in the observation post was seldom operated and the pilots did not enter the building prior to the take-off or aft of the landing, but went straight to their aircraft, coming from the direction of Bebel Strasse. After the landing, the pilots went back toward this road. The building with the observation post on top housed an AA unit, an air force doctor and two medical soldiers.

A landing cross was laid just south of the runway. 6

8. The AA unit quartered in the presumed flight control building consisted of 1 lieutenant colonel, 17 officers wearing red-bordered black epaulets, and 100 soldiers with the same service color. The sentries reported to the lieutenant colonel. One 37-mm AA gun was parked in the yard.

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red-bordered black epaulets with artillery insignia were seen. A German stated that he had seen the column at the railroad station a short time before. The troops apparently returned from an exercise since soldiers and vehicles were very dirty. Bedstead were carried from the flight control building into the tents. During the afternoon of 16 August, 6 AA guns, including 2 guns which had not been observed before were being emplaced in the AA gun emplacement in the southeastern corner of the field. The 6 AA guns were seen there up to 19 August, which was the end of the period of observation. Although the AA gun emplacement was occupied, the tents north of hangar 1 were not removed, but less soldiers than previously were seen there. Ration supplies were hauled from the flight control building to the AA gun emplacement on 16 and 17 August.<sup>3</sup>

9. A fuel dump was observed in the northern section of the field. Two pipes, laid about 4 meters above the ground, extended from the spur track to the dump. Motor vehicles could pass underneath the pipes. Between 11 and 19 August, 4 railroad tank cars with fuel arrived. The fuel was pumped through the pipe lines into the fuel dump, where the fuel containers were dug half into the ground. Two containers were covered with tar and the other containers were painted olive drab. A total of 26 fuel containers, each about 8 meters long and 2.5 meters in diameter, and 16 containers, each about 5 meters and 1.6 meters in diameter, in addition to about 50 barrels were observed in the dump. 7
10. According to a rumor circulating in Finow, a MiG-15 or U-MiG-15 had crashed near Altenhof in the vicinity of Werbellin Lake during a night in early August. The two-man crew had allegedly been saved by using parachutes. 5
11. As reported previously, two new quartering buildings were under construction at the field. In August, a third building was planned to be erected in the near future. 6

1. Comment. Finow airfield is still occupied by a fighter division headquarters and 2 fighter regiments.

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2. Comment. The previously assumed radar stations in Finow were mentioned. The radio installations with umbrella-type antennas are reported for the first time from Finow. Such installations have repeatedly been observed at other airfields. For sketch of mast with 4 dipoles, see Annex. For location of radio truck north of Token-type radar set and for course of wire line from radio truck to Artillerie Kaserne, see Annex 2. For sketch of radio truck with umbrella-type antenna north of main runway, see Annex 3.

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3.  Comment. The AA gun emplacement had reportedly been unoccupied since late July 1954. The AA unit probably participated in an exercise held by elements of the 25th Tank Div in the area east of Oranienburg between 9 and 17 August 1954. 

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4.

5.  Comment. The air crash has not been confirmed by other sources. It cannot be decided whether the crashed aircraft was a MiG-15 or a U-MiG-15.

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6.  Comment. For layout sketch of installations at Finow airfield, furnished by source 3, see Annex 4.

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7.  Comment. No information has been received so far on the capacity of the fuel dump. The present report indicates that it has a capacity of about 1,000 cubic meters.

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Annex 4

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now Airfield

Legend.

- 1 Model A ~~antenna~~
- 2 Fishnet ~~antenna~~
- 3 Radio ~~antenna~~ type antenna
- 4 Radio ~~antenna~~
- 5 Station ~~antenna~~ with umbrella-type antenna
- 6 Fuel ~~antenna~~
- 7 Tent camp ~~antenna~~ in emplacement
- 8 Building ~~antenna~~ by commanding officer of the field
- 9 ~~antenna~~
- 10 ~~antenna~~ used as target range
- 11 ~~antenna~~ housing aircraft repair shop
- 12 Building ~~antenna~~ previously assumed to house the flight control station
- 13 ~~antenna~~
- 14 ~~antenna~~
- U ~~antenna~~ emplacements

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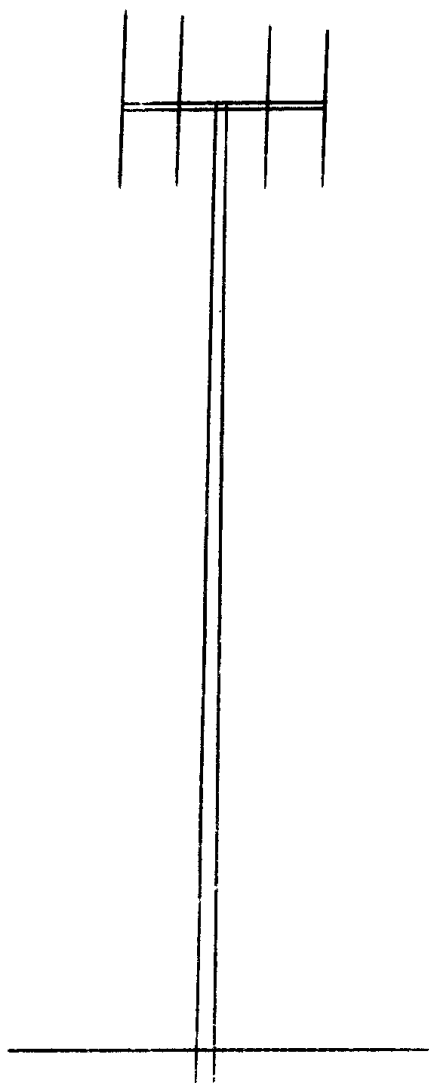
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Annex 1



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Most 100 4 Dipoles Observed at Pinow Airfield



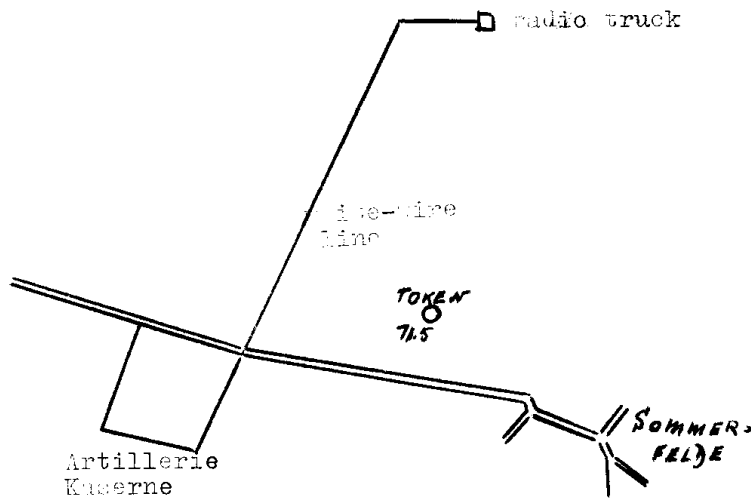
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ANNEX 2

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Location Sketch of Radio Truck North of Lake Ulu - 1000 ft  
at Finow Airfield



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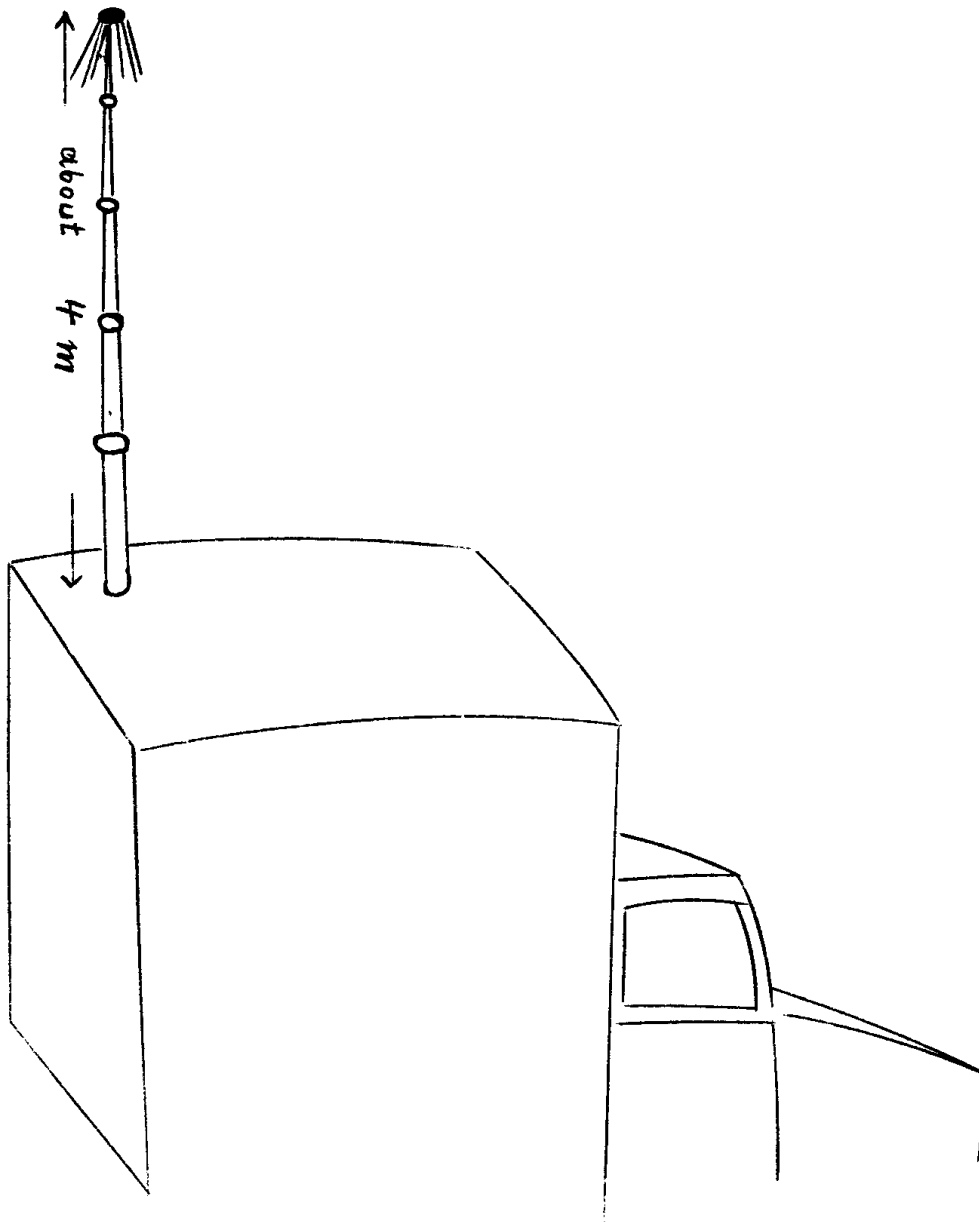


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Radio Truck With Umbrella-type Antenna  
North of Hain Dunay to Pinow Airfield



Note. The telescopic mast is collapsible to a length of about 1 meter.

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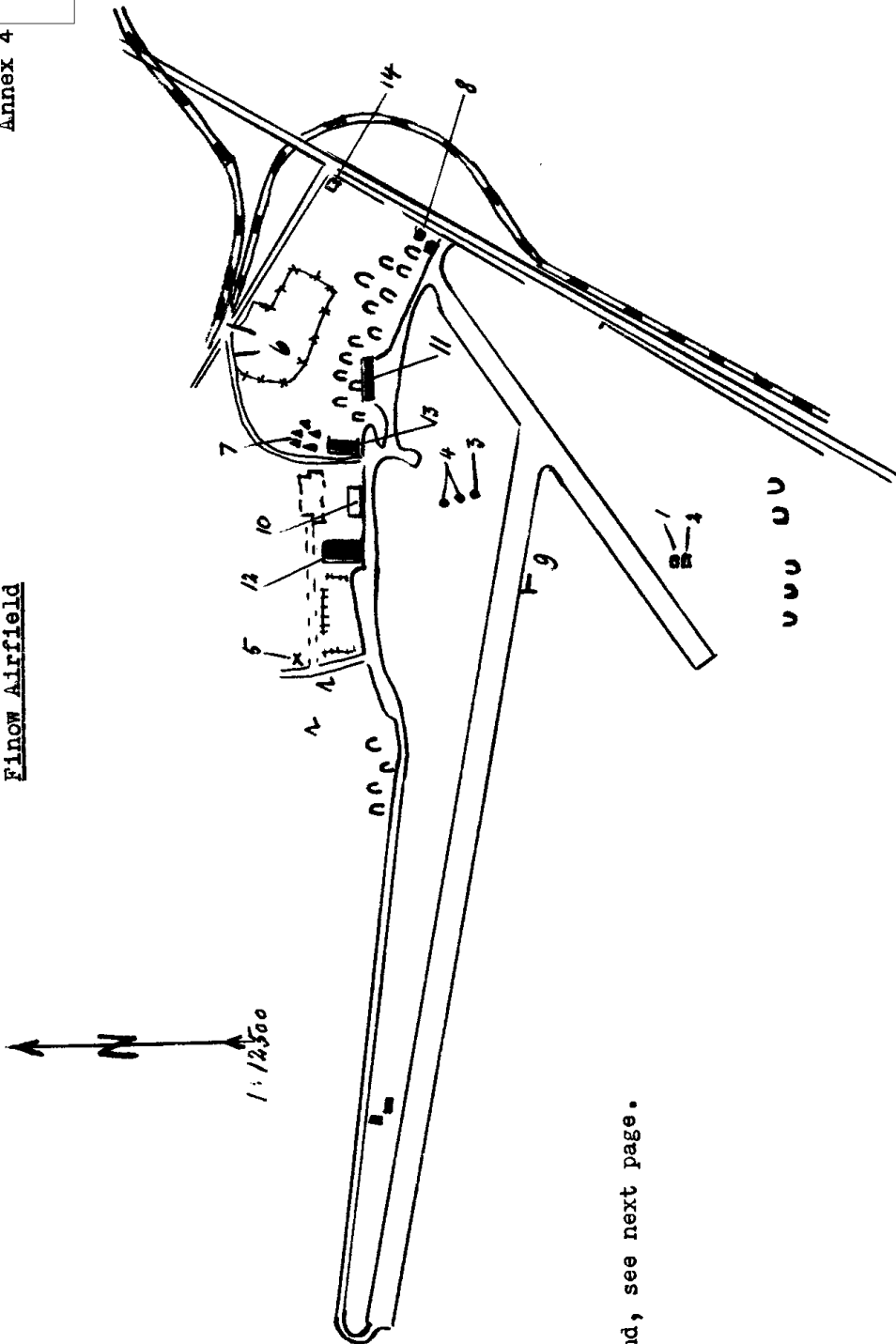
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Finow Airfield

Annex 4



Legend, see next page.